Appendix F

Primary Multi-Service Pilot Training at NAS Whiting Field, FL
on T-6B Devices

1.0 GENERAL.

1.1 Training Site. Appendix F specifies the requirements for Primary Multi-Service Pilot Training at NAS Whiting Field, FL using T-6B devices. Primary Multi-Service Pilot Training will be provided to Naval Flight Students, U.S. Military Personnel, Foreign Military Personnel, Government Personnel, Aviation Contract Pilots and Instructor Pilots as required.

1.2 Training devices to be utilized for instruction are:

1.2.1 Device 2F207B Unit Training Device (UTD) - The 2F207 devices provide basic pilot and Instructor Under Training (IUT) training in T-6B cockpit familiarization, ground operations, instrument navigation and both normal and emergency operating procedures. The devices consist of a trainee station, an instructor station, and a computer system.

1.2.2 Device 2F208B Operational Flight Trainer (OFT) - The 2F208 devices provide basic pilot and IUT training in T-6B cockpit familiarization, ground operations and both normal and emergency operating procedures. The OFT can demonstrate and introduce such tasks as visual overhead ("break") pattern procedures, simulated flame-out patterns, visual (day, dusk, night) approaches, visual flight maneuvering, aerobatics, VFR low level, day and night formation, instrument navigation, transition to land, circling approach transitions and emergency procedures. The capability exists to introduce day and night taxiing, departure from controlled flight, and out of control recoveries. The OFT has a canopy structure that represents viewing obstructions in the aircraft.

1.2.3 Device 2C78 Ejection Seat Trainer (EST) – The 2C78 devices provide ejection seat and emergency operating procedures. This device is a realistic mockup of the T-6B ejection seat. Although it is procedurally functional, there are no pyrotechnics to eject the seat. This device has side panels for connecting the oxygen hose, G-suit and communication headset. However, there are no actual oxygen or pressurized lines in the trainer. The shoulder harness reel is fully functional, as is the shoulder harness control lever. The force to pull the ejection seat handle is similar to the aircraft.

1.2.4 Device 2C79 Egress Procedures Trainer (EPT) – The 2C79 device provides basic cockpit familiarization and egress procedures. It is a high fidelity mock up of the T-6B aircraft cockpit that is fully functional but not capable of ejection. A canopy system includes a transparency shell and is fully functional. The forces required to open and close the canopy are similar to the aircraft. The seat and rudder pedals are functional and adjustable throughout their normal range. An ejection seat handle can be pulled to simulate pulling an aircraft ejection seat handle. There is also a control stick, spring-loaded to the center position. The fire warning, master caution and warning lights are functional, under instructor control.

1.2.5 Device Table.

Device Number	Device Type	# of Devices	Standard Mission Length	Brief/Debrief Times (hrs)	Instructor to student station ratio
2F207B	UTD	7	1.3	0.5/0.5	1/1
2F208B	OFT	9	1.3	0.5/0.5	1/1
2C78	EST	1	N/A	N/A	1/1
2C79	EPT	1	N/A	N/A	1/1

Devices may be added and removed during the term of this task order.

* CI's are required to use trainer embedded debrief systems.

1.3 Primary Mediated Interactive Lecture Classrooms.

1.3.1 Typical Classroom Instructional Objectives. The objective of the classroom ground training is to provide the student with sufficient training to enable performance of the ground and flight and emergency procedures that are taught/conducted in the follow-on stages of simulator and flight training.

1.4 Types of Classrooms. There are two types of classrooms located at TW5. They are Mediated Interactive Lecture (MIL) classrooms and Learning Resource Centers (LRCs).

1.4.1 Mediated Interactive Lecture (MIL). A MIL classroom contains a podium instructor station connected to an overhead projector. It is also referred to as an Electronic Classroom (EC). This room does not have computers at the student stations and is used for mediated interactive lectures or lectures without electronic interface. TW5 MIL classrooms are available for student use as quiet study areas when they are not otherwise in use.

1.4.2 Learning Resource Centers (LRCs). LRCs are classrooms containing individual student stations where TW5 student and instructor personnel access curriculum computer aided instruction (CAI) lessons. These lessons are Interactive Courseware (ICW) and are presented directly to the student. Instructor supervision within the LRC includes provision of answers to student's technical questions concerning their assigned lessons and assisting the students when technical problems arise within the student management system that launches the courseware and tracks their progress.

NOTE: Classroom computers and LRC computers are connected to and are part of the automated student management system known as Training Integration Management System (TIMS). CIS personnel functioning as classroom instructors and LRC monitors must be knowledgeable in the functionality of this system and be able to solve minor issues or direct the student to the appropriate entity to resolve problems he or she may encounter.

Bldg #	Room #	Student Stations	Equipment & Capability	Availability
2946	13/15	52	TIMS	0600-2200 M-F & 1400-1900 Sunday (CI manned 0600–1700 M-F only)

1.4.3 Typical ICW/CAI Classroom Instruction. The student roster, CNATRA form 1500/45 shall be used to document the course completion record. The instructor shall use the government approved lesson plan and Instructor Guide to teach the course. Each instructor qualified to instruct this course shall have his/her own Instructor Guide, if available. The Instructor Guide may be personalized as desired by making notes in the instructor activity column. The instructor shall conclude the lesson(s) with a check for understanding. At the end of each day's instruction, the instructor shall answer students' questions to clarify any portion of the instruction not clear. The instructor shall also ensure student critique sheets or on-line critiques are completed when required and forwarded to the CNATRA Detachment (DET). Instructor(s) shall use the Training Integrated Management System (TIMS) to ensure that students are properly entered in the system and that all lessons are recorded properly.

1.4.4 Curriculum. The following CNATRA instructions are required for fixed-wing training at NAS Whiting Field:

a. 1542.61 Series Primary Flight Instructor Curriculum
b. 1542.53 Series Aero Medicine Specialist Indoctrination
c. 1542.166 Series Primary Multi-Service Pilot Training System, T-6B
d. 1542.165 Series Primary Flight Instructor Curriculum, T-6B

1.5 CIS Schedule/Primary Responsibility Parameters.

Note: For the Whiting Field site, one stepladder (a single task under a single CLIN) will be used for the two curricula described in Appendices F (Primary) and G (Advanced). This shared HPW "pool" supports the flexibility required for efficient pilot training throughput. Using the 2360 HPW stepladder (HPW Table below showing 1430/930 HPW splits between curricula), the sharing will work as described, treated on a weekly basis only and using whole hours only (round up):

a. Case 1, maximum Primary HPW: Primary curriculum (App. F) can schedule its HPW split of 1430 hours plus can add – for the week – up to 20% of the other curricula (from Advanced (App. G) 930x20%=186 hours) for a maximum of (1430+186=) 1616 hours for that week, leaving Advanced at (930-186=) 744. These adjusted HPW splits (1616/744) are treated as the authorized HPW for that week on the two appendices (scheduled work) and daily maximum scheduling rules apply.

b. Case 2, minimum Primary HPW: 1430 minus – for the week – up to 5% of the other curricula (930x5%=47 hours) for a minimum HPW split of 1383, leaving Advanced at 977.

These 2 cases define the boundaries: For the 2360 HPW stepladder, Primary (App. F) can have any weekly HPW between 1383 and 1616 and Advanced (App. G) between 744 and 977. The weekly sum must add to 2360.

Premium Time offset – Weekly Premium Time (PT) computations shall be made against the non-adjusted split HPW, e.g. max Primary (App. F) use of PT would be 1430 HPW x 20% = 286 PT hours. Any adjusted increase (as above) to the HPW split will count against the PT request the government may make for that week, i.e. if the government schedules as case 1, above, the 186 hours added to Primary (App. F) are subtracted from the allowable 20% PT for that week. 286 possible PT hours – 186 added hours from the "pool" = 100 PT hours allowed that week. The case 1 split PT for Advanced (App. G) would be

unaffected (186 PT hours), but the government, at this time, can conceive of no scenario where it would shift weekly HPW out of a curriculum but then add PT. As always, the contractor can agree to provide PT at levels above what is required, if able.

Hourly Stepladder per Week*	HPW Splits	Min/Max HPW	Device Availability	Window of CI Operations **
2540	Primary: 1610 Advanced: 930	Primary: 1563/1796 Advanced: 744/977	0630-1830 M-F (12 hrs)	0600-1900 M-F (13 hrs)
2500	Primary: 1570 Advanced: 930	Primary: 1523/1756 Advanced: 744/977	0630-1830 M-F (12 hrs)	0600-1900 M-F (13 hrs)
2420	Primary: 1570 Advanced: 850	Primary: 1527/1740 Advanced: 680/893	0630-1830 M-F (12 hrs)	0600-1900 M-F (13 hrs)
2360	Primary: 1430 Advanced: 930	Primary: 1383/1616 Advanced: 744/977	0630-1830 M-F (12 hrs)	0600-1900 M-F (13 hrs)
2280	Primary: 1430 Advanced: 850	Primary: 1387/1600 Advanced: 680/893	0630-1830 M-F (12 hrs)	0600-1900 M-F (13 hrs)
2240	Primary: 1310 Advanced: 930	Primary: 1263/1496 Advanced: 744/977	0630-1830 M-F (12 hrs)	0600-1900 M-F (13 hrs)
2200	Primary: 1430 Advanced: 770	Primary: 1391/1584 Advanced: 616/809	0630-1830 M-F (12 hrs)	0600-1900 M-F (13 hrs)
2160	Primary: 1310 Advanced: 850	Primary: 1267/1480 Advanced: 680/893	0630-1830 M-F (12 hrs)	0600-1900 M-F (13 hrs)

* Hours of instruction per day will be an even distribution of weekly hours above to a five-day work week within the HPW split (either non-adjusted or adjusted), with up to 10% variation required. For example, if 500 is the instructional hours per week contracted for in the Primary/Intermediate (Appendix H) curriculum, the average hours per day would be 100. Given the maximum amount of variation allowed, the contractor may be required to instruct up to 110 hours on a given day in that curriculum (with anything over 110 being premium time). Also, a total of 500 hours cannot be exceeded for the week without use of premium time. In the event additional instruction hours are needed in excess of the exercised stepladder, the Government will utilize premium time.

** Window of CI Operations may be adjusted per Addendum B, paragraph 5.4. The Window of CI Operations may change during the course of the task order.

1.6 Government provided admin spaces (for the Contractor).

BLDG 3005
CIS Scheduling Office/Site Manager’s Office room 110
CIS Instructor Lounge room 203

2.0 CONTRACT INSTRUCTOR QUALIFICATIONS AND CERTIFICATIONS.
2.1 Qualifications. T-6B Contract Instructor (CI) Qualifications:

a. Must be, or have been a designated military pilot in any aircraft.
b. A CI shall have a minimum of one tour in flight status, a minimum of one thousand (1000) flying hours, and a bachelor’s degree.
c. The contractor may request waivers from the Government regarding any of the above qualifications for an individual on a case by case basis. The

COR through coordination with the GTO will decide whether to approve or disapprove such a request

2.2 Certifications. A CI must successfully complete the T-6 NATOPS open book, closed book and boldface exams. A CI must understand the T-6 mission, crew procedures, appropriate contact, basic instrument and radio instrument flight training instructions.

3.0 TRAINING.

3.1 Initial Training. The Government will provide the following training as necessary and applicable. Training may be provided in the following areas:

a. Standard Operating Procedures (SOPs);
b. Course Rules;
c. NATOPS;
d. Aircraft Systems;
e. Syllabus Standardization;
f. Grading Criteria;
g. Basic Simulator Operating Procedures (SOPs);
h. Flight Instructor Training Course (FITC)

3.2 Annual Training requirements/Standardization Checks. The contractor is responsible for maintaining currency of qualifications in accordance with (IAW) paragraph 4.6 of Addendum B (PWS).

4.0 REQUIREMENTS.

4.1 Instruct all simulator events listed in Master Curriculum Guide (MCG). The Contractor shall be responsible for teaching all simulator-events.

4.2 Instruct the classroom events broken out by MCG.
Per the Master Curriculum Guides listed in para 1.5.4 above, the Contractor shall be responsible for conducting the classroom events listed in the following tables:

1542.166A	PR0101	INTRODUCTION TO OPERATING SYSTEMS	MIL	1 per week
1542.166A	PR0107	HANDELING EMERGENCY PROCEDURES	MIL	1 per week
1542.166A	PR0112	EMERGENCY PROCEDURES REVIEW	MIL	1 per week
1542.166A	SY0101	INTRODUCTION TO T-6B SYSTEMS	MIL	1 per week
1542.166A	SY0102	AIRCRAFT SYSTEMS TOUR	T-6	1 per week
1542.166A	SY0106	SYSTEMS REVIEW	MIL	1 per week
1542.166A	SY0115	SYSTEMS REVIEW 2	MIL	1 per week
1542.166A	SY0116	T-6B COCKPIT FAMILIARIZATION 1	UTD	1 per week
1542.166A	SY0203	ELECTRICS AND FUEL REVIEW	MIL	1 per week
1542.166A	SY0206	PROPULSION REVIEW	MIL	1 per week
1542.166A	SY0211	T-6B COCKPIT FAMILIARIZATION 2	UTD	1 per week
1542.166A	SY0212	SYSTEMS REVIEW 3	MIL	1 per week
1542.166A	C1107	CONTACT REVIEW 1	MIL	1 per week
1542.166A	IN1104	BASIC INSTRUMENTS REVIEW	MIL	1 per week
1542.166A	IN1201	ADVANCED INSTRUMENT REVIEW	MIL	1 per week
1542.166A	IN1205	INSTRUMENTS REVIEW	MIL	1 per week
1542.166A	IN1208	INSTRUMENTS REVIEW 2	MIL	1 per week
1542.166A	IN1212	INSTRUMENTS REVIEW 3	MIL	1 per week
1542.166A	IN1213	INSTRUMENTS REVIEW 4	MIL	1 per week
1542.166A	IN1214	METEOROLOGY (B)	MIL	1 per week
1542.166A	IN1304	IFR NAVIGATION REVIEW	MIL	1 per week
1542.166A	IN1305	IFR MISSION PLANNING LAB	MIL	1 per week
1542.166A	IN1306	IFR MISSION PLANNING LAB 2	MIL	1 per week
1542.166A	NA1105	VFR NAVIGATION REVIEW	MIL	1 per week
1542.166A	NA1106	VFR NAVIGATION PLANNING LAB	MIL	1 per week
1542.166A	LL1102	LOW-LEVEL PLANNING LAB	MIL	1 per week
1542.166A	G0103	AVIATION SAFETY PROGRAM	MIL	1 per week
1542.166A	G0107	WHEELS WATCH	MIL	1 per week
1542.166A	G0105	CREW RESOURCE MANAGEMENT	MIL	1 per week
1542.166A	G0108	CURRICULUM BRIEF (JPPT)	MIL	1 per week

Also, Contract instructors may be assigned to instruct additional courses as identified by the Wing GTO, approved by CNATRA N7 and accepted by the contractor.

4.3 Provide Instructor(s) for the LRC, as required, during the normal operating hours listed in paragraph 1.5.2. It is the contractor's responsibility to be available to answer questions and to assist the students should they have problems with the content of the ICW, the functionality of the lessons, or the student management system.

4.4 Student Training Material. The CI is responsible for ensuring that the content of instruction he provides is appropriate to all current and implemented instructional materials and CNATRA Instructions/Notices. All instructional material is distributed from the wing via the training department. The Wing STAN division normally will be tasked with making sure the contractor has received the latest training materials prior to their implementation.

4.5 CIS Platform Specific Primary Responsibilities. Refer to Addendum B, paragraph 4.1.1.

4.6 CIS Platform Specific Additional Support Responsibilities. All of Addendum B paragraph 4.1.3 applies.

4.7 CIS Platform Specific Collateral Responsibilities. Refer to Addendum B, paragraph 4.1.4.

4.8 CIS Scheduling – Technical/Training Data. Ground School lectures are scheduled by the Wing Ground Training Officer, or authorized representative, and sent to the Contractor's Scheduling desk. Simulators are scheduled by the Squadron Schedules Officer and sent to the Contractor's scheduling desk. Normal weekday (M-F) simulators are scheduled the day prior to the event. Weekend simulators are scheduled two days prior to the event.

5.0 CIS Scheduling Authority. The Squadron's or Instructor Training Unit's designated Officer(s) who is appointed by the Commanding Officer/OIC and has the authority to develop and approve their squadron's proposed schedule (simulator/flights).

6.0 CIS Scheduler. The contractor appointed person who has the authority to assign contractor personnel to government scheduled events as submitted by the Squadron's Commanding Officer or designated scheduling authority.

7.0 Scheduling Process. The Contractor is required to deliver the final simulator schedule back to the Scheduling Authorities and Academic Training NLT 1500 on the working day prior for Monday through Friday and by 1500 on Thursdays for Saturday simulators, if conducted. In order to accomplish that, the following general timelines are established with specific guidance to the Scheduling Authorities provided by appropriate TRAWING FIVE Instructions.

7.1 Daily Scheduling Process. The government Scheduling Authorities will establish their schedule requirements relative to simulator training times and deliver the requirements via TIMS to the contractor by 1100 the day prior to utilization. Between 1100 and 1200 the contractor will review the requirements and if necessary, coordinate with the Scheduling Authorities to determine if any requirements can be shifted to provide maximum utilization of instructors and/or devices. Events will not be changed without Scheduling Authority concurrence. The contractor shall verify the schedule requirements by 1200 daily. The Scheduling Authority will designate event times as a designated curriculum event, scheduled practice event or open practice period. Based on government scheduling requirements, the contractor shall determine instructor requirements and schedule instructor(s) to a specific ground-training event as required by the definitions listed below:

a. Curriculum event. Times designated as syllabus events according to the appropriate CNATRA instruction for that device including extra time and re-fly periods due to incomplete or unsatisfactory events. There shall be one instructor for each scheduled event/device.
b. Scheduled practice event. Time scheduled for practice with an instructor for each single event/device.
c. Open Practice Period (OPP). OPP are times designated for student practice not requiring an instructor. However, the government Scheduling Authority may require the presence of an instructor. In

addition, the government reserves the right to have one instructor available per type device during OPP's.

d. Quality Assurance and Revalidation (QA&R). The contractor shall provide an instructor to assist with the QA&R in accordance with CNATRAINST 5220.1 series.
e. Safety related simulator events (Normally accomplished during safety stand-downs).
f. Classroom instruction for aircraft systems courses, flight support courses, and specific academic courses identified in each Appendix of Addendum B.

NOTE: Student simulator practice may be substituted during scheduled event times when the scheduled student is a "no show".

7.1.1 Saturday Scheduling Procedures. In order to receive authorization for premium time usage for Saturday CIS, the government Scheduling Authorities will establish their schedule requirements relative to Saturday simulator training and deliver the requirements to the contractor not later than 1100 on Thursdays. The contractor will submit to the GTO/COR, by 1200 on the Thursday prior, an estimate of hours required to meet the Scheduling Authorities requirements for Saturday training. Hours requested shall not exceed the limitations on premium time contained in the Performance Work Statement, Section G.2, without contractor concurrence and in no case shall exceed the amount authorized by the COR. The final schedule shall be published NLT 1500 on Thursdays, following the daily scheduling procedures outlined above.

7.1.2 Schedule Changes. In order to facilitate the completion of the schedule, there will be NO requirement changes after 1100 the day prior (2 days prior for Saturdays) without Contractor and Scheduling Authority concurrence. Provided the assigned simulator instructor has the appropriate qualifications to conduct the event, squadrons may make administrative changes to the schedule such as substitution of students within block, using TIMS, for specific simulator periods up to the brief time. However, since event or out-of-block changes may affect instructor assignments (IP qualified for BIs but not Instrument Nav) or equipment required (OFT vice UTD), such changes will not be authorized without Contractor concurrence. If an event requirement cannot be filled or changed, the Scheduling Authority shall cancel it in TIMS with the appropriate reason code.

7.1.3 Scheduling of Make-up or lost training shall be in accordance with Addendum B, paragraph 5.4.